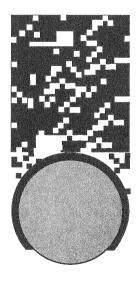
Strategic Regional Arterial

U.S. 14

from Illinois-Wisconsin state line to Palatine Road



Operation <u>GreenLight</u>

Illinois Department of Transportation April 1993

Foreword

U.S. Route 14 is a Strategic Regional Arterial (SRA) from Palatine Road to the Illinois-Wisconsin state line. CH2M HILL, Inc. has prepared this SRA report for U.S. Route 14 for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, U.S. Route 14 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.

U.S. 14 SRA

Summary of Recommendations

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The U.S. 14 Strategic Regional Arterial (SRA) route is considered in four segments (see Exhibit S-1 attached following this section). The following sections summarize recommendations for each route segment.

SRA Segment I: Wisconsin State Line to Bunker Hill Road—10.5 Miles

- Wisconsin state line to Crowley Road, two through lanes in each direction separated by a 40-foot median, within 170 feet of right-of-way, requiring acquisition of 90 to 95 feet of additional right-of-way
- Crowley Road to Lindwall Road, U.S. 14 on new alignment, bypassing the town of Harvard for a distance of about 5.5 miles
- Lindwall Road to Bunker Hill Road, two through lanes in each direction separated by a 40-foot median, within 180 feet of right-of-way, requiring acquisition of 60 feet of additional right-of-way
- Geometric improvements to at-grade, stop-controlled intersections of Lindwall Road, Lembcke Road, and Bunker Hill Road

SRA Segment II: Bunker Hill Road to Ridgefield Road (North)— 13.5 Miles

- South of Bunker Hill Road to Lake Shore Drive (in Woodstock), two through lanes in each direction separated by a 40-foot median, within 160 to 200 feet of right-of-way, requiring 100 feet of additional right-of-way north of Illinois 120 to Paulsen Road
- Geometric improvements and potential signalization to intersections with Illinois 120, Dean Street, and Lake Avenue

- Lake Shore Drive to Doty Road, two through lanes in each direction separated by a 40-foot median with a two-lane frontage road along the south side of U.S. 14, within 230 feet of right-of-way, requiring the acquisition of 164 feet of additional right-of-way
- Doty Road to Ridgefield Road (north), two lanes in each direction separated by a 40-foot median, within 170 feet of right-of-way, requiring the acquisition of about 100 feet of additional right-of-way
- Geometric improvements to intersections with Lake Shore Drive and Doty Road, with provision for signalization of the Lake Shore Drive and Doty Road intersections with U.S. 14

SRA Segment III: Ridgefield Road (North) to Cuba Road—14 Miles

- Ridgefield Road (north) to McHenry County College, two through lanes in each direction separated by a 40-foot median, within 170 feet of right-of-way, requiring acquisition of about 95 feet of additional right-of-way
- Ridgefield Road (north) to Ridgefield Road (south), two through lanes in each direction separated by an 18-foot raised median, with open drainage and right-of-way of 140 feet, requiring acquisition of 80 feet of additional right-of-way, with the provision for a new signal at Ridgefield Road (north)
- Ridgefield Road (south) to Crystal Lake Avenue, two through lanes in each direction separated by an 18-foot raised median, with closed drainage and right-of-way of 90 feet, requiring acquisition of 10 feet of additional right-of-way

- Crystal Lake Road to Virginia Road, two through lanes in each direction separated by a 10- to 14-foot flush median, generally within existing right-of-way of 80 to 100 feet, including retention of parking along the east side of U.S. 14 between Dole Avenue and McHenry Avenue
- Virginia Road to Cog Street, two through lanes in each direction separated by a 16-foot mountable median, within 100 feet of right-of-way, requiring acquisition of 10 feet of additional right-of-way between Pingree Road and Cog Street
- Relocation and extension of the Ridgefield Road (south) intersection, channelization improvements to signalized intersections on U.S. 14 in Crystal Lake
- Development of access roads about ¼ mile north of U.S. 14 between Crystal Point Mall and Pingree Road, with provision for an additional signalized intersection 1,500 feet west of Pingree Road, and the potential for a new signal 1,550 feet east of Crystal Point Mall
- Through the interchange with Illinois 31, two through lanes in each direction with a 16-foot raised median, within existing right-of-way
- Sands Road to Silver Lakes Road, two through lanes in each direction with a 16-foot mountable median, within existing right-of-way of 90 to 120 feet
- Silver Lakes Road to Illinois 22, two 11-foot through lanes in each direction with an 11-foot flush median within existing right-of-way
- Geometric and channelization improvements to existing signalized intersections in Cary and Fox River Grove
- Signalization of U.S. 14 intersections with Doyle Road, School Drive, Sands Road, Cary-Algonquin Road, and the Jandus Road Cut-off

- Illinois 22 to Cuba Road, two through lanes in each direction separated by a 40-foot open median, with 10-foot outside shoulders and open drainage, within existing right-of-way of 200 feet
- Geometric and channelization improvements at Kelsey Road and Cuba Road intersections with U.S. 14, signalization of the U.S. 14 intersection with Cuba Road
- Closure and consolidation of median access openings between Illinois 22 and Cuba Road

Segment IV: Cuba Road to Palatine Road—10 Miles

- Cuba Road to west of Cumnor Avenue, two through lanes in each direction separated by a 40-foot open median, with 10-foot outside shoulders and open drainage, within 200 feet of existing right-of-way
- Cumnor Avenue to Hillside Road, two through lanes in each direction separated by a 12-foot flush median, with closed drainage, within 80 to 90 feet of right-of-way, requiring acquisition of 8 to 10 feet of additional right-of-way
- Hillside Road to Ela Road, two through lanes in each direction separated by an 8-foot raised median, with curb and gutter (i.e., no shoulders) and open drainage, within existing right-of-way of 80 feet
- Ela Road to east of Countryside Drive, two through lanes in each direction separated by an 8-foot raised median, with closed drainage, within 90 feet of right-of-way, requiring acquisition of 10 feet of additional right-of-way
- Countryside Drive to Palatine Road, two through lanes in each direction separated by a 12-foot flush median, within 90 feet of right-of-way, requiring acquisition of about 10 feet of additional right-of-way

- Consolidation of median openings and access driveways between Cuba Road and Western Avenue
- Geometric and channelization improvements to intersections with Main Street and Hillside Road, relocation of the intersection of Ela Road, reconfiguration and signalization of the intersection with Countryside Drive/Baldwin Road, and channelization improvements at the intersections of Quentin Road and Palatine Road

